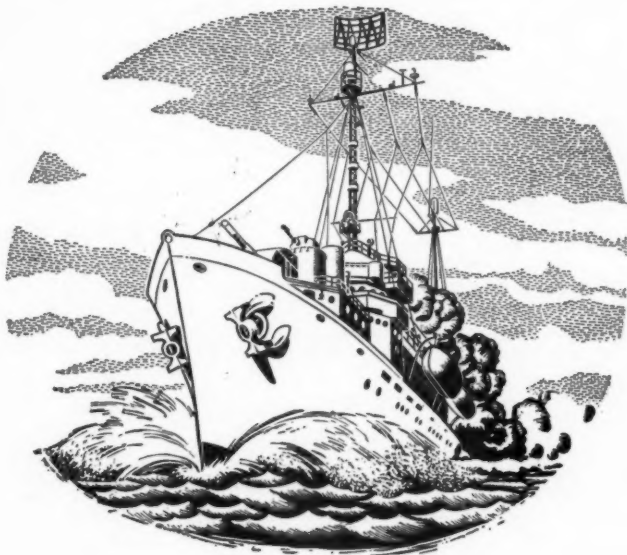


U.S. COAST GUARD



BULLETIN



JUNE 1950

VOLUME 5

CG 134

NUMBER 12

**The Printing of This Publication Has Been
Approved by the Director of the Bureau
of the Budget, 23 September 1949**



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U.S. COAST GUARD BULLETIN...



Washington, D. C.—June 1950

Ocean Station Patrols Mark Up 99,736 Hours, 617,828 Miles During '49

During the year 1949, Coast Guard-manned ocean station vessels in the Atlantic and Pacific reported a total of 138 patrols, spent 99,736 hours at sea and traveled 617,828 nautical miles (home-port to homeport).

This report covered patrols of 8 ocean stations in the Atlantic, 2 of which since have been discontinued, and 2 additional stations in the Pacific, total of 10. The latter now has 4 stations, 1 of which is manned by Japan.

Established in 1940 as a wartime measure, the ocean station program is designed to report weather conditions, assist distressed ships and planes, and to provide aids to navigation service. The United States, through its Coast Guard, mans some stations entirely; others are shared with certain European nations under an international agreement.

The average patrol, it was announced, spent 722 hours at sea and cruised 4,477 miles. In the Atlantic, 102 patrols averaged 739 hours at sea and cruised an average of 4,746 miles. The Pacific report showed 36 patrols with an average of 673 hours each and an average cruising mileage of 3,715 each trip.

The time spent in patrolling is equal to more than 11 years. The total patrol mileage would allow one Coast Guard cutter to make approximately 92 trips from New York to London and return. Somewhat more dramatic was the calculation that this distance, converted to statute miles, is equal to a round trip to

the moon—with almost enough mileage remaining for another one-way trip.

Vessels on all stations during 1949 had a total of 18,845 "plane contacts," meaning communication on some subject with that many aircraft passing nearby. The average number of contacts per patrol over the usual 30-day period was approximately 137. Heaviest aircraft traffic appeared to be at Station Charlie, which averaged about 319 contacts during 18 patrols.

Vessels on station furnished a total of 12,977 radar fixes, or an average of 94 per patrol. The average of Station Charlie, 216, was the highest by far.

The time and mileage record of Coast Guard station vessels by home port is reported briefly as follows:

Portland, Me.—Completed 18 patrols. Total hours, 12,846. Average hours per patrol, 714. Average days per patrol, 29.8. Total miles cruised, 77,671. Average miles cruised per patrol, 4,471.

Boston, Mass.—Completed 37 patrols. Total hours, 27,076. Average hours per patrol, 732. Average days per patrol, 30.5. Total miles cruised, 164,549. Average miles cruised per patrol, 4,523.

New York, N. Y.—Completed 25 patrols. Total hours, 18,839. Average hours per patrol 754. Average days per patrol, 31.5. Total miles cruised, 119,951. Average miles per patrol, 4,798.

Norfolk, Va.—Completed 22 patrols. Total hours, 16,701. Average hours per patrol, 759. Average days per patrol, 31.6. Total miles cruised, 116,313. Average miles cruised per patrol, 5,287.

Long Beach, Calif.—Completed 3 patrols. Total hours, 2,001. Average hours per patrol, 667. Average days per patrol,

27.7. Total miles cruised, 11,146. Average miles per patrol, 3,715.

Alameda, Calif.—Completed 17 patrols. Total hours, 11,233. Average hours per patrol, 661. Average days per patrol, 27.5. Total miles cruised, 62,038. Average miles cruised per patrol, 3,649.

Port Angeles, Calif.—Completed 3 patrols. Total hours, 2,049. Average hours per patrol, 683. Average days per patrol, 28.4. Total miles cruised, 10,169. Average miles per patrol, 3,389.

Seattle, Wash.—Completed 13 patrols. Total hours, 8,991. Average hours per patrol, 691. Average days per patrol, 28.7. Total miles cruised, 50,392. Average miles per patrol, 3,715.

Airline Executive Thanks Service For OSV Work

A tribute to the "officers and men of the ocean station vessels in the North Atlantic" is paid in a letter to the Commandant by John Collings, vice-president of operations, Transcontinental & Western Air.

"We have again completed a 'winter operation' in routine fashion, largely through your splendid cooperation and protection," wrote Collings. "We would like to have the OSV personnel feel that they are not taken for granted by us and that the routine 'over report' is not just another check point.

"Past experience and the knowledge gained from our mutual exchange of observers 2 years ago," he said, "has instilled in all of us a sincere respect for the U. S. Coast Guard OSV's and the men who maintain them on station."

The cutter *Cahoone*, based at Sitka, made its last seal patrol late in March after sighting only 13 fur seals. On earlier patrols the seal count ranged from 400 to 950. The seals stop annually at Baranof Island en route to the Pribilof Island in the Bering Sea.

Acceptance tests have been conducted of a 24-foot cargo boat built of laminated fiberglass and constructed along modified LCVP lines.

2 Lightships Launched By East Boothbay Firm

Lightships *No. 604* and *No. 605*, each being 128 feet in length and displacing 617 tons, have been launched at the Rice Brothers Corporation yard, East Boothbay, Maine. A third, *No. 612*, is under construction at the Coast Guard Yard.

Built at a cost of \$653,000 each, the two new vessels when fitted out will replace older lightships scheduled for decommissioning. *No. 604* will be stationed at the entrance to Columbia River, replacing *No. 517* which will become Boston Lightship. *No. 508* at Boston, 129 feet in length, displacing 668 tons and built in 1904, will be decommissioned. In another shift, *No. 605* will become Overfalls Lightship at the entrance to Delaware Bay, thereby sending *No. 524* to Stonehorse in Nantucket Sound. Eliminated will be *No. 501*, built in 1892, which is 118 feet long and displaces 475 tons.

The *No. 604* launching was sponsored 18 April by Miss Jane Hicks, daughter of Captain and Mrs. George F. Hicks. Captain Hicks, formerly chief of the Naval Engineering Division, has been transferred to the Coast Guard Academy. *No. 605* was sponsored 4 May by Miss Elizabeth F. Loughlin, daughter of Captain and Mrs. Harry Loughlin. Her father commands the *Androscooggin*.

Vinyl System Continues Best in Year-Long Tests

The most recent inspection of buoy paints undergoing test in the Fifth District continues to show the vinyl system well ahead of the cold plastic system and red lead enamel.

After 13 months, the vinyl system shows good topside condition and paint intact below water. Marine growth covers about 10 percent of the submerged area.

The cold plastic system, as a result, has been discontinued, and large-scale service tests of the vinyl system are contemplated.



CAPE MAY IS SITE OF COAST GUARD RECEIVING CENTER

This New Jersey base, operated by the Navy in World War II and since taken over by the Coast Guard, is the first Service home for recruits—at least for the initial 12 weeks' training. In the foreground, in Cold Springs Inlet, is a "mothball fleet" of 83-footers. Buoys are in storage in the dock area. The Center is commanded by Captain Miles Imlay, who recently succeeded Captain W. J. Austerman.

Armed Forces Boards Will Check on Discipline

At least one armed forces disciplinary control board will be established within each area where all military forces have major commands, including every Coast Guard district. In each instance the Coast Guard will furnish a discipline officer and a medical officer to the board membership.

The boards will meet monthly to survey undesirable conditions, as they apply to service personnel, within the areas. Situations believed detrimental to morals and welfare will be reported, and joint agreement will be reached on recom-

mendations setting up "off limits" or "out of bounds" restrictions. No service is prevented from taking independent action, providing boards are advised in advance.

Lt. Comdr. R. F. Barber has been assigned to the Lake Carriers' Association for a year's training in operation of the Great Lakes shipping industry. Object of the assignment is to strengthen cooperation between Coast Guard and the industry. Commander Barber is from New London, Conn., and formerly was assigned to the *Mendota* at Wilmington, N. C.

Coast Guard's Enlisted Strength Up Following Middle of April Low

The Coast Guard's enlisted strength, which dropped to the lowest level in approximately 1 year during the middle portion of April, showed definite improvement in May—thanks to a surge of reenlistments and an increase in new enlistments.

The total of 19,754 in mid-April, contrasting to the 20,484 persons recorded in June 1949, was the lowest strength since March 1949.

When the final April figures were compiled, however, reenlistments had reached a record high percentage of 84.6 and new enlistments increased by 288, of which 76 were received on the last two days of the month.

Enlisted strength of the Service became a matter of concern primarily because of a provision in the Career Compensation Act of 1949 concerning the disposition of "saved pay" cases. By its terms, any enlisted person on active duty 1 October 1949 whose total compensation on 30 September 1949 exceeds the total compensation to which he would become entitled under the new Act is eligible for discharge, providing application is made before 1 October 1950.

Total compensation prior to 1 October 1949, is deemed to be exclusive of travel and transportation allowances, per diem and station allowances, enlistment allow-

ance and reenlistment bonuses. The total compensation on 1 October 1949 and thereafter eliminates any Government contribution to dependents under the Servicemen's Dependents Act of 1942, as amended.

Acceptance of the application for discharge is conditioned on the assumption there will be no change in the applicant's rating until the discharge is effected. In this interim period he will continue to receive the former, and higher, rate of pay in keeping with his present rating, the difference representing what is known as "saved pay."

However, the enlisted man whose income is adversely affected by the new pay schedule, but who elects to remain in the Service, will continue to receive the former, and higher, compensation until his enlistment expires or 1 July 1952, whichever is the earlier, providing there is no change in his status that will benefit him. Any reenlistment would be at the new pay scale.

Reaction to this phase of the Career Compensation Act of 1949 was slow initially, but soon picked up momentum. The total number of discharges "at the convenience of the Government" was only 3 in November and 19 in December. It rose to 50 in January, 131 in February, and 189 in March. The number of discharges for all authorized reasons rose from 87 in December to 293 in March.

At this point Headquarters met the heavy attrition in part by increasing monthly recruitment rates by approximately 80 percent. The response, so far, is termed "most encouraging."

Simultaneously Headquarters urged some 875 enlisted men who had applied for discharge under the "saved pay" provision to reconsider their decisions. Commanding and other interested officers were advised to confer with these individuals, whenever possible, and explain at length the advantages of a Service career and the disadvantages of such a discharge. Attention also was directed to the fact that normal attrition frequently brings vacancies in higher ratings; for example, the rating of PO3 is

Unit Disestablished

The Rotary Wing Development Unit, established 30 June 1948 at Elizabeth City, N. C., has been discontinued and its personnel reassigned. Headquarters announced the project had served its purpose.

The Unit was organized to develop accessories and equipment for helicopters and thus improve their utilization within the Service. Notable developments included the hydraulic hoist and the flotation gear.

now held by a considerable number of individuals over the authorized allowance, but there are more vacancies in PO2 and PO1 which eventually will be filled and thus serve to "unfreeze" the promotion list. Most ratings are "wide open."

Shortly thereafter, more than 75 men asked cancellation of their requests for discharge.

The percentage of reenlistments of those eligible by reason of expiration of enlistment is the brightest spot in the entire picture, personnel records show. During the fiscal year (July 1948-June 1949) the average percentage of such reenlistments was 58.3 per month, slightly more than half. The percentage dropped to 38.1 in October and rose only to 38.5 in November. The turn of the year brought an upward trend, with about 41 percent in January and February, nearly 70 percent in March and, finally, the record-breaking 84.6 percent in April.

Healy Heads 125-Man Class At Bayonne School

LTJG Robert J. Healy, now assigned to Headquarters, was named valedictorian of the general supply course class at the Navy Supply Corps School, Bayonne, N. J. The only Coast Guard officer assigned to the course, Healy scored the highest grades in a class of 125 which convened in July 1949.

During his term Healy also was active in basketball, playing on two service quintets, and represented his company adequately in softball. He was active in sports at the Coast Guard Academy, from which he was graduated in 1945.

The officer was complimented by the Commandant, who wrote, in part, "I am pleased with your excellent record, and the honor it reflects upon you and the Service."

A Coast Guard-type line-throwing gun is being used by the Santa Cruz, Calif., fire department for rescues in water and to facilitate putting hose into tall buildings.

First Annual Summary Of Coast Guard Safety Program Is Released

The Coast Guard's safety program, inaugurated in September 1948 on a preliminary basis, has brought out accident experience statistics for 1949 throughout the Service. This marks the first concerted attempt to report all accidents, analyze their reasons for being, and finally to establish practices that will tend to eliminate causes.

The initial summary, it is admitted, is only a step in the right direction. From a realistic standpoint, the first year's program was not carried out with the thoroughness its sponsors had desired. Reports in many cases were incomplete; it is estimated fully one-third of Service accidents were unreported.

On the assumption the reports for 1950 will be complete and accurate, no comparisons actually will be possible until 1952, when the 1951 statistics are compiled.

Nevertheless, the accident experience summary for 1949 has established valuable trends which interim safety measures may counteract.

Accidents to the military and civilian employees cost the Coast Guard 173,549 man-days last year (including a 6,000 man-day charge for each fatality), the former losing 151,981.

Damage to Government-owned property totaled \$2,468,224, plus \$36,439 damage to non-Federal property, a grand total of \$2,504,663.

The number of accidents, as reported, came to 1,672. Military personnel experienced 48 injuries at sea and 302 ashore, total of 350. Civilian employees had 2 at sea and 1,054 ashore.

Owing to the *Eastwind* collision tragedy, the Coast Guard's First District reported a major share in all loss categories. It chalked up a military loss of 86,467 man-days, a total of 13 fatalities and property damage of \$2,000,000.

Of personnel injuries reported by all Districts, 995 were nondisabling and 384



THANKS FOR THE COURTESY INSPECTION, MR. AUXILIARIST

Proudly displaying the 1950 Courtesy Inspection sticker, this Florida motorboat enthusiast expresses his warm appreciation to Coast Guard Auxiliaries for their interest in his safe operation this summer. This annual inspection keeps boat-owners up-to-date on regulations, distress procedures, equipment, and practices for safer boating . . . without charge.

were temporarily total disabling. Permanent impairments totaled 8. The total number of fatalities reached 37.

The Commandant, in a memorandum accompanying the statistics upon their release to the Service, pointed out that reported losses did not take into account claims pending, costs of boards of investigation, repair work performed by Service personnel, and other indirect losses of manpower which cannot be computed or included. In addition, the loss, or loss of use, of eyes and limbs, the loss through cost of training replacements and the payment of benefits, he said, "are incalculable and, of course, not capable of restoration."

Assuming the 1949 statistics are truly

indicative, the Coast Guardsman in service for 20 years has 1 chance in 27 of meeting with a fatal accident. It is "short odds" such as these the safety program proposes to lengthen.

An analysis of 1,432 accidents, exclusive of motor vehicle accidents, is filled with violations of safe practices such as poor housekeeping, lack of adequate supervision, use of faulty or improper tools, use of makeshifts, inattentiveness, poor judgment, carelessness, and failure to take proper precautions such as enforcement of wearing of protective clothing or using available protective devices.

Driving too fast for conditions of road, weather, and visibility was responsible for nearly one-fourth of the motor ve-

hicle accidents. Another fourth was caused by inexperienced backing and following another vehicle too closely. Of 170 motor accidents reported, only 2 were held to be unavoidable. Seventy additional accidents were held to be the fault of private drivers.

Conditions of risk peculiar to the Service also have been taking their toll. In recent months the explosion of acetylene gas in buoys has caused three accidents, one being fatal. In one case, explosion followed when a seaman struck the tank pocket cover with a steel tool in order to break it loose after the studs had been removed. A second explosion came at sea when a steel end-wrench slipped and struck the side of the tank pocket. The third accident, causing death, came when an employee attempted to free the body of a buoy of gas by using a paint spray hose, the adapter of which was secured by a metal ferrule.

Even a simple operation as painting has brought casualties because personnel have forgotten paints and similar material used as preservatives are sufficiently toxic to become dangerous under adverse conditions. One seaman recently spent 3 days in the hospital after being overcome while using aluminum paint in a compartment with only natural ventilation. Others have developed dermatitis because of improper clothing and failure to apply protective creams to exposed skin surfaces.

The summary uncovered the fact that many accidents involved personnel who had recently reported aboard, a condition which can be prevented only by the complete indoctrination of each new man without regard to his experience or length of service.

Indication that Headquarters will insist on proper reporting of accidents in the future is contained in Safety Memorandum No. 2-50. Other records, it explained, disclosed 11 fatalities which were not reported and not included in the summary owing to the absence of details. A number of reports were vague and failed to discover the basic causes of

accidents listed. Some reports tended to place all responsibility upon injured personnel, thereby promoting recurrence elsewhere. Accident reports involving non-Coast Guard personnel aboard units implied that the injuries were due entirely to carelessness, whereas closer investigation sometimes revealed that physical hazards were the most important contributing factor.

"The summary points the way toward a better safety record," said the Memorandum. "Reporting procedures should be improved * * *. Careful analysis of accident causes should be promoted in the field. The only method available for combatting carelessness is the bringing of safety subjects to the attention of all hands in as many ways as is practicable to instill safety consciousness, particularly in petty officers and supervisors."

215 New Cadets Will Report For Duty In July

No less than 215 young men from all sections of the United States, survivors in a competition that originally listed 1,925 candidates, are expected to report early in July to the Coast Guard Academy to become the Class of 1954. Earlier it had been announced the entering class would be limited to 200 members.

Unless there is an unusual number of "casualties" in the filling of appointments during June, the 1950 cadet procurement program is one of the most successful ever conducted.

Last year 939 applicants finished the February competitive examinations. Of this number, 572 received a score of 400 or better. The zone of consideration was limited to 275. Only 159 actually reported.

This year a total of 1,351 applicants completed the examinations. Of these, 507 received a standard score of 450 or better and were assigned an adaptability mark. The eligibility list was fixed at 350, from which the quota of 215 will be appointed.

Class E Message Routes Explained in Circular

Class E messages from families and close relatives to Coast Guardsmen aboard ships should be addressed to the ship in care of the district out of which it is operating, according to Communications Circular No. 2-50.

Messages to ships and shore stations under control of the Fourteenth District should be addressed in care of the Twelfth District. The Thirteenth District will service the Seventeenth District likewise.

The Western Union charge for sending the class E message to any of these points for delivery to the ship or foreign shore station must be paid by the sender.

5-Man Board Convenes To Study Lake Deaths

A board headed by Read Admiral Louis W. Perkins, commander of the Second Coast Guard District, St. Louis, convened in May at Cleveland, Ohio, to study the sequence of events which resulted in the death by exposure of four Euclid, Ohio, youths on Lake Erie early in April. Lifeless bodies of the quartet of Boy Scouts, who had put out in a raft to recover a drifting canoe, were recovered 10 miles offshore following an intensive all-night search by boats and planes.

The board also was instructed to "inquire into such other cases of a like nature which may come to its attention" and to recommend affirmative steps, within the scope of Coast Guard operations and functions, "which the board considers can be taken to prevent the possibility of a recurrence of similar tragedies" on Lake Erie and elsewhere.

As feeling still ran high over the Lake Erie tragedy, approximately 25 representatives of 8 agencies, both military and civilian, met to develop a synchronized operations plan for all-water rescue searches over the Lake.

The gathering agreed to exchange immediately information on availability of

men and equipment, to coordinate actual rescue through the Ninth District Coast Guard Office, to divide air-search operations so that military planes will cover the lake while slower, civilian planes will cover the near-shore areas, to dovetail diverse grid systems into search areas of the air and water arms, and to try to educate the public in water dangers and proper procedure in the event of water accidents.

Separatees To Get New Certificate Of Service

A new "certificate of service," known as Department of Defense Form DD-217 (CG), will be issued to all active duty Coast Guard personnel who are separated honorably, or under honorable conditions, on and after 1 June, whether or not such separation entails a reentry for continued active duty. In addition, the same certificate will be issued retroactively upon written request to eligible personnel separated between 1 January and 1 June.

The new form, although similar, does not replace the "certificate of satisfactory service" known as NavCG-2844, which was replaced by DD-214, as per Personnel Circular No. 64-49.

All-Navy Sports Over After '50 Championships

The All-Navy sports program will be discontinued following completion of 1950's championship eliminations leading to the designation of "All-Navy Champions" in various sports.

While Navy-wide sports are cancelled as such, competitive sports will continue—but on a district and area-wide basis with emphasis on local leagues in softball, basketball, baseball, volleyball, boxing, and bowling. Football, wrestling, swimming, golf, and tennis competition will be encouraged, subject to available recreation funds. The Coast Guard will be asked to enter district and area competitions as league members along with the Army and Air Force.



THEY'RE OFF!—AT THIS AUXILIARY POWER CRUISER CLASSIC

The *Eleanor* (60), of Flotilla 22, Oakland, and the *Penguin* (41), of Flotilla 51, Vallejo, cross the starting line as the 1950 annual "over-the-bottom" Coast Guard Auxiliary Power Cruiser race gets under way at the St. Francis Yacht Club, San Francisco. In the background is the *Taney*. A helicopter from the nearby Air Station hovers overhead. "Over-all" winner over the 14.5-mile course was the 36-foot *Audrey*.

Alert Seaman Saves 7 As He Spots House Fire

Seaman First Class Wilbur Foster, 18, on midnight watch at the Point Allerton, Mass., Station, contributed to the saving of the lives of a mother and her six children at nearby Hull Village owing to his alert eye and fast thinking.

Foster saw a flicker of light in a three-story wooden dwelling, watched it grow slightly and then checked carefully with binoculars. His surmise that a fire was under way was proved and he promptly called the fire department. The seven occupants of the dwelling were roused from their sleep as the blaze was extinguished.

Sons Of Regulars May Compete For West Point

Blood sons, and sons legally adopted prior to their fifteenth birthday, of members of the Regular Coast Guard are eligible to compete for appointment to the U. S. Military Academy. Fathers may be in service, retired, or have died while in service.

General requirements call for applicants to be 17 and under 22, citizens, unmarried, and in good physical health. Letters of application should be submitted to the Adjutant General, Department of the Army, prior to 15 February of the year in which each hopes to enter. Examinations are held in March.

Michigan Unit Is Deep in Beautification Project

According to the Benzie County Patriot, Frankfort, Mich., the Frankfort Coast Guard unit and BOSN L. Wedemeyer deserve a rousing "pat on the back" for embarking on a 4-year project to beautify their installation on their own time.

Asserting the Frankfort unit is "on the ball," the newspaper recounted how Wedemeyer was granted permission to enter a national contest in which prizes are offered for the best improvement program. He started the local beautification plan in April 1949, and has set a goal for completion in 1953. Any prize received by the unit would be given to the Coast Guard Memorial Chapel Fund.

Wedemeyer reportedly listed his assets as a generous quantity of physical labor promised by his crew and not more than \$150 in public funds. Gifts of trees and shrubbery were invited from the public.

The Patriot stated an "incredible" amount of work since has been done. Planting of hundreds of trees and shrubs, construction of a new road to be black-topped, and building of new sidewalks, concrete and brick entrance-ways are cited. One project was building of a brick incinerator; and another saw a radio tower removed to better foundations. Tree planting, it is said, already is holding sand from the lawns, manual removal of which has required 3 to 5 weeks each year for the past 16 years.

Tug With 6 Aboard Is Saved After Long Hunt

Fears of the Coast Guard in Honolulu that the tug *Omar* would run a considerable risk in attempting a trip to the United States came true—and the Service had to put planes and ships into a 6-day search over 450,000 miles of open sea to save the vessel and a crew of six.

The 22-ton *Omar*, 26 years old, suffering engine breakdowns and making her initial trip to sea, went adrift about 500 miles southwest of San Francisco. Waves

swamped the engine room and food supplies. Distress signals went out until the auxiliary generator ran out of fuel. A crewman, veteran of the Battle of the Bulge in World War II, swore this experience was much worse. Another wrote a farewell message, put it in a bottle and tossed it overboard.

The tug's log at one time expressed the master's belief that "Coast Guard has given up." On the final day, the log reported, "Coast Guard plane picked us up at last. Good for them * * * Coast Guard cutter (*Chautauqua*) arrived. Gave us stores. Officers and crew did a good job in assistance and getting us underway. Will send letter of thanks. The Coast Guard gets our vote from now on."

And the promised letter did arrive, being forwarded to the *Chautauqua*, *Alert*, and the San Francisco Air Station. "The prompt and thorough manner in which the search was conducted gives everyone confidence and pride in our Coast Guard," wrote R. B. Woodbury of the Columbia Supply Company, Portland, Oreg. "It required a lot of hard work and daring. I should like this letter to be considered as a personal 'thank you' to each individual connected with the search."

Plans for hurricane emergency aid in the Miami area have been made by Coast Guard Auxiliary Division VI, Miami.

The 1950 light lists covering the Mississippi and Ohio rivers, Pacific Coast and Islands, Great Lakes and Atlantic and Gulf Coast are now available.

Grand Haven, Mich., organizations sent 23 representatives to a recent Chamber of Commerce meeting to plan a homecoming and celebration of the Coast Guard's one hundred and sixtieth anniversary in August.

The Coast Guard's Eastern Area was alerted 5,864 times during 1949 to answer distress calls. Fewer than 500 were major cases.



MIAMI SEARCH PLANE ON MISSION SAVES FOUR EN ROUTE

AD3 Paul Freund (left) and LTJG C. R. Leisy, of the Miami Air Station, describe how they were dispatched to find—and did find—a disabled cabin cruiser 30 miles south of Miami, then stumbled upon four persons clinging to an engine cover in Biscayne Bay. Aided by ALC J. J. Halstead, Freund and Lieutenant Leisy brought the plane down near the survivors and formed a chain to bring three women and a man aboard and then to a hospital. Another woman in the group had drowned during the night after their motorboat struck an obstruction and sank.

Changes in Dress Blues For Enlisted Approved

The Commandant has concurred with the Chief of Naval Operations in approving changes in the new dress blue uniform for enlisted men other than chief petty officers. It is authorized for wear on 1 July 1952, although the present uniform may be worn until 1 July 1954.

Changes consist of a zipper fly front, the addition of two front slash pockets and two hip pockets in trousers with all well covered by jumper, and belt loops

replacing lacing in back of trousers. General cut of trousers is unchanged. The jumper's tight cuffs will be replaced by a sleeve similar to the white jumper.

The Navy dispatch said, in part, "This is not one of the uniforms incorporating radical changes which were submitted to the fleets in 1947 for trial and comment. The approved changes are those recommended by the men who will wear it."

Issuance of Headquarters Circulars has been discontinued. All directives of this type are being issued as Commandant's Circulars.



UNDER SECRETARY, COMMANDANT, WITNESS ICE BREAKING START

As the *Mackinaw* got under way in its annual bout with Great Lakes' ice, interested spectators included Vice Admiral Merlin O'Neill, Commandant (third from left), and Under Secretary of the Treasury Edward H. Foley, Jr. (right). Left is Captain Carl Bowman, commanding officer, and Captain J. A. Hirschfield, commander of the Ninth District. The *Mackinac* is the Coast Guard's largest ice breaker, being 280 feet long with a 72-foot beam. She normally draws 19 feet. About 10,000 horsepower is furnished by twin-screw Diesel-electrics.

A Hot Weather Tip— Study Refrigeration

Foreseeing that the increased use of refrigeration equipment, such as the "deep freeze," within the Coast Guard ultimately will demand personnel experienced in maintenance and repair, the Service has reannounced training openings in air-conditioning and refrigeration at Navy schools in Norfolk and San Diego. Courses convene every 3 weeks and are of 6 weeks' duration.

Personnel eligible are machinist's mates or enginemen who have not graduated from a refrigeration school, have moti-

vation for this training and possess some experience in this type of work.

Third Time, Third Service

Roger Perreault and Marcus Dunn, both of Fall River, Mass., furthered their own tradition in May by enlisting in the Coast Guard.

Together, in 1943, they joined the Massachusetts National Guard and saw service with the 28th Division until March 1946. Then they enlisted together in the Navy, but Dunn reportedly was given an honorable discharge when it was learned he was under age. Perreault served until March 1949. Both are 20.

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